

## THE SEVENTH DAY.

6th March 1922.

The Assembly met at 11-40 A. M. on Monday, the 6th March 1922.

### V. PUBLIC WORKS.—(*Continued.*)

#### 70. Certain works for the improvement of trade in Kayankulam.

*Mr. A. Krishna Pillai* (Member, Trading Classes, Kayankulam) represented that, although Kayankulam is a very important place of trade and although it contributed large sums to the State and municipal funds, there were no facilities of communication in the town. During the rainy season water accumulated in the bazaar road causing much inconvenience to the people, and the Member said that the road should, therefore, be raised in places where it was low, metalled and provided with side-drains.

The Member also made the following requests:—

(1) Two landing places near the iron bridge and two other landing places near the fish market bridge should be constructed to afford facilities for the loading and unloading of goods from *vallams* in the canal. The work of the boat basin which had already been sanctioned should be taken up immediately. The compensation for the land required had already been paid.

(2) Sanction had been accorded to the acquisition of a site for a cart stand. Further action should be taken in the matter promptly.

(3) The road from Kayankulam to Nangiyarkulangara should be metalled. The distance from Kayankulam to Haripad was only 7 miles, but people had now to go to Haripad *via* Mavelikara, a distance of 18 miles.

(4) The proposed railway line from Quilon to Ernakulam should be made to run along the taluks of Karunagapalli, Kartikapalli, Ambalapuzha and Shertallai.

(5) Steps should be taken to reduce the heavy duty now imposed on salt.

*Dewan's reply.*—The Kayankulam-Nangiyarkulangara road is a portion of the Quilon-Alleppey road. Rs. 40,000 have been sanctioned for two sections of this road, *i. e.*, (1) Karunagapalli-Kamankulangara section and (2) Ambalapuzha-Haripad section. When these two sections are finished, the other sections will be taken up. We can only proceed gradually. The construction of each mile costs about Rs. 15,000.

*Member.*—No amount was spent for us this year.

*Dewan.*—If nothing is done this year for your taluk, we will see what we can do for you next year. As regards the boat basin, etc., you say that compensation for the land required has been paid. This is not correct. Lands have not been acquired and the works have been stopped owing to the heavy compensation demanded by the owners. If the people of the locality induce the owners to part with their lands for a reasonable and moderate price, the works could be taken up and finished early. For the boat basin, etc., an estimate for Rs. 15,740 has been sanctioned.

You spoke about a cart-stand. You have not given notice of this subject in your memorandum. You had better speak to me about it when I tour in that direction, and I shall then inspect the places and do what is possible.

#### 71. Construction of a road from the Tamarakulam market to the Srimulamadhavapuram Market at Azhikal.

*Mr. K. Velayudha Panikkan* (Member, Nominated) prayed that a road might be opened from the Tamarakulam market in the Mavelikara taluk to the Srimulamadhavapuram Market through the Oachira bazaar, Prayaru and the Alumkada market. The necessity for the above road was repeatedly brought to the notice of Government by means of petitions and a representation at the sixteenth session of the Assembly. He requested that the matter might receive the earnest attention of the Government, especially as the road would be useful to the people of the Mavelikara and Karunagapalli taluks.

The Member also represented that the travelling public experienced much inconvenience owing to the want of a road from Mavelikara, Krishnapuram, Kattachira, Kattanam, Pallikal, Pantalarn and other places in the east to the Ayirantengu landing. The people of the coast, whose main occupation was coir industry, suffered greatly from the absence of such a road which would afford them facilities for the transport of cocoanut husks in large quantities from the eastern tracts and food stuffs which were scarce on the sea-coast. In the circumstances the Member prayed that this important road might be soon constructed.

*Dewan's reply.*—Your locality is sandy. There is now a foot-path, and a sum of Rs. 56,000 is required to convert it into a road according to an old estimate. If a revised estimate be prepared now, the cost would come to one lakh of rupees. The Quilon-Alleppey road should first be finished. The roads referred to by you can be taken up only after that is completed.

*Member.*—There is an alternative road one mile long—the Oachira road—to connect the market with the proposed road. It would be a great advantage to take it up.

*Dewan.*—I shall call for a report and see what could be done.

## 72. Certain needs of the Kartikappalli taluk.

*Mr. V. Ramakrishna Panikkar* (Member, Kartikapalli Taluk) began by saying that his taluk had been greatly neglected by Government in the past, in spite of repeated representations. Kartikapalli being mainly an agricultural taluk, a sufficiently large number of roads and canals were necessary for the transport of manure and other materials. They had only 6 or 7 miles of metalled road. Though there were several roads in need of repair and construction, he would refer only to the Haripad-Elanjimel road for the present, which, he hoped, would receive the prompt attention of Government. It was nearly 8 miles in length and had an annual allotment of Rs. 160 for maintenance. There was only a pathway which, at the end of 2 miles, ended at the *punja* fields between Pallippad and Chennittala. The remaining portion over the *punja* fields for over 4 miles was under water for most part of the year. The Member urged that a metalled road might be constructed for the whole distance. Speaking about the need for opening the Mundattinkara canal, he said that, if only a sum of Rs. 500 was sanctioned for acquiring a strip of land, a navigable canal about 3 miles long could be opened up which could be made useful for irrigating large areas of *punja* lands. The Member added that the adjoining land-owners were willing to undertake the work of the canal, if Government would acquire the necessary lands. He next complained of the delay in the construction of buildings for the Haripad Dispensary, though an extensive site had been acquired, and prayed that the necessary buildings might be ordered to be put up without further delay so that the dispensary might be converted into a hospital. He then reiterated the request of the people of Kartikapalli to raise the local English School to the standard of a High School. In regard to the education of girls, the Member pointed out that about 100 girls were now attending the English School for boys. That number was likely to increase, if a separate school for girls was started. He, therefore, prayed for the provision of a separate school for girls and added that there was a decent building available for rent at Haripad for locating the institution.

Referring to the proposed abolition of the Magistrate's Court at Kartikapalli and its present jurisdiction being placed under the control of the Kayankulam Magistrate, the Member submitted that such a proposal would cause considerable hardship to the people, as Kayankulam was 16 miles away from the northernmost limits of the Kartikapalli taluk. Lastly, the Member pleaded for the extension of the railway through the sea-board taluks as suggested by the Member, Trading Classes, Kayankulam.

*Dewan's reply.*—I cannot give you definite replies since you did not give me information beforehand as to what you were going to speak about. Still I shall give as detailed a reply as possible. I am aware of the fact that your taluk is subject to certain disadvantages in the matter of communications. But I do not agree with you that nothing has been done to the taluk and that it has been altogether neglected. In fact, one section of the Haripad-Ambalapuzha road passes through your taluk. We have to take up these roads gradually.